BANCO CENTRAL de RESERVAS do BRASIL

1941 -- 1949

includes: BUREAU of CURRENCY and CREDIT CONTROL

D 7115

AMERICAN BANK NOTE COMPANY

sw 11/10/41

SUBJECT: BANCO CENTRAL DE RESERVAS DO BRASIL

C. P. R. JUN 23 1941

June 10th, 1941.

Order Entered
By
No. M1980
Date JUN 23 1941

MR. C. T. BLACKMORE
~~Mr. F. W. Gullett,~~

Manager Foreign Department.

Attention of

A model for Bank Notes

was prepared on Schedule No. 19802 dated 8/27/37

Model was submitted Reported pending 12/6/40

and has never been returned.

H. B. LOGAN
Order Department.

Is order still pending? Pending.

Shall we cancel Schedule?

Will model be returned?

To whom should cost be charged?

6/13/41.

RECEIVED
JUN 20 1941
E. G.

Dec 3/20/45

D 7115

AMERICAN BANK NOTE COMPANY

Order Entered
By Ret
No.
Date JAN 29 1942

SUBJECT: BANCO CENTRAL DE RESERVAS DO BRASIL

C. P. K. JAN 29 '42

November 18th, 1941.

MR. C. T. BLACKMORE
~~Mr. F. W. Gullett,~~
Manager Foreign Department.

Attention of _____

A model for Bank Notes

was prepared on Schedule No. 19802 dated 8/27/37 ✓

Model was submitted Reported pending 6/10/41 ✓

and has never been returned.

1511

H. B. LOGAN
Order Department.

Is order still pending? Yes.

Shall we cancel Schedule? C.T.B. 11/17/41

Will model be returned? _____

To whom should cost be charged? _____

cw 6/9

RECEIVED
JAN 16 1942
J. S. P.

D 5698

AMERICAN BANK NOTE COMPANY

SUBJECT: BANCO CENTRAL DE RESERVAS DO BRASIL

N.Y.P.F. JUN 19 1942

June 9th, 1942.

Order Entered
By
No. 63
Date 6/19/42

Mr. C. T. Blackmore
~~*Mr. F. W. Gullett,*~~
Manager Foreign Department.

Attention of _____

A model for Bank Notes

was prepared on Schedule No. 198021 dated 8/27/37

Model was submitted Reported pending 11/19/41 18?

and has never been returned.

C. Zahrt
Order Department.

Is order still pending? Yes.

Shall we cancel Schedule? _____

Will model be returned? _____

To whom should cost be charged? _____

6/19/42.

RECEIVED
JUN 19 1942
N.Y.P.F.

D 5698

AMERICAN BANK NOTE COMPANY

Order Entered
By
No.
Date 12/30/42

SUBJECT: BANCO CENTRAL DE RESERVAS DO BRASIL

December 15th, 1942.

C. P. K. JAN 25 1943

MR. C. W. BLACKMORE
~~*Mr. F. W. Gullett,*~~
Manager Foreign Department.

Attention of _____

A model for Bank Notes

was prepared on Schedule No. 19802 dated 8/27/37

Model was submitted Reported pending 6/19/42

and has never been returned.

C. A. MC NAMEE
Order Department.

Is order still pending? _____

Shall we cancel Schedule? Yes.

Will model be returned? Later.

To whom should cost be charged? Foreign Dept.

GWSC
12/30/42.

RECEIVED
DEC 30 1942
E. C.

FILING COPY of OD letter to Mr. Seitz - filed in pckt: MODELS
(dated 1/22/43)

Del 1/20/43

second mail copy

AMERICAN BANK NOTE COMPANY.

Panair

SUBJECT MODELS, etc.- Returned

Rio de Janeiro to New York

N.Y. DEC -8 1944

DATE November 9 1944

Enclosed is Bill of Lading, Nº C-227971, issued to-day by the Pan American International Air Express Service. It covers the despatch to you of one package of models, etc. as per the attached copy of list of contents, the original of which is enclosed with the package.

We believe that this covers all the models, etc. remaining in this office, with the exception of the "Cruzado" models which were forwarded with your letter of October 19th, 1937 regarding a Banco Central de Reservas do Brasil. Said "Cruzado" models will be returned at a later date.

Yours very truly,

B. H. Brandao

Secretary

OTHER COPY IN PACKET Rep. dos E.U. do Brasil Cruz.-B.N.

ale 3/9/45

Rio de Janeiro

to

New York

OPENED BY CENSOR

AMERICAN BANK NOTE COMPANY.

PANAIR

John Lane

SUBJECT Bureau of Currency & Credit Control

FEB 17 1945

to

NEW YORK

C.I.A. APR -6 1945

Rio de Janeiro

DATE February 5 1944 1945

ack 2/27/45 also see 3/24/45

The newspapers have published a Decree-Law creating the "Superintendência da Moeda e Crédito" which I have rendered as above. Following is a translation of part of said law-

> Art. 1º There is hereby created, directly subordinate to the Minister of Finance, the Bureau of Currency & Credit Control, with the immediate purpose of exercising control over the monetary market and preparing the organization of the Central Bank.
>
> Art. 2 The Bureau of Currency & Credit Control shall have an Executive Director, appointed by decree of the President of the Republic, and shall be guided in policy by a Council, presided over by the Minister of Finance and composed of the following members:-
>
> President of the Banco do Brasil
> Exchange Director of the Banco do Brasil
> Rediscount Director and Bureau of Banking Mobilization & Fiscalization of the Banco do Brasil
> Executive Director
>
> Art. 3 Pending the creation by law of the projected Central Bank, the Bureau of Currency & Credit Control is charged with the following powers--
>
> a) Requisition the National Treasury for the issuance of paper currency up to the maximum limit of which Art. 2 of Decree-Law, No. 4792 of October 5th, 1942, treats.

The rest of the law empowers the new Bureau to receive bank deposits, to limit interest rates, bank discount rates and interest on loans, to maintain the market for government bonds, to authorize the purchase and sale of gold and exchange, to hold bank deposit reserves - in short, the functions of a Central Bank. The Minister of Finance will contract with the Banco do Brasil for the maintenance of these services.

Yours very truly,

John Lane

Copyto
Agent

OTHER COPY IN PACKET Bco do Brasil

RIO DE JANEIRO

BUREAU OF CURRENCY & CREDIT CONTROL

A I R M A I L

O. P. R.
APR -6 1945

February 27, 1945

Referring to John Lane's letter of February 5th, are we to construe the action taken to be the prelude to the creation of a new bank of issue or will the actual issuance of notes remain where it is but under the control of the new bureau?

ALS:az

President

cc: John Lane - not shown on original

See 3/24

1
FOR SHIPPER

PAN AMERICAN INTERNATIONAL AIR EXPRESS SERVICE

PAN AMERICAN AIRWAYS SYSTEM

AIRWAYBILL—NOT NEGOTIABLE

No. C 234948

C. 1945

I Shipper Valentim F. Bouças Address 182, Av. Graça Aranha

II Consigned to Air Express Intern. Agency Inc. Destination M I A M I (Herein called "Destination")

III Notify American Bank Note Company

Address 70, Broadway Street New York, 4 N.Y. USA

(Delivery of the Goods shall be made only to the consignee named in II above unless such consignee be one of the Carriers hereunder, as defined on the back hereof, or its agent or representative, and in that event to the person named in III above, subject to the terms and conditions mentioned and referred to herein.)

No. of Packages and Manner of Packing	Shipper's Description of Articles and Special Marks or Numbers (Herein called the "Goods")	Shipper's Declared Valuations * (U.S. Currency) For Customs	For Carriage	Weight Kilos (Subject to Correction)	Weight Pounds (Subject to Correction)	Volume
1 Pkg.	Sixteen (16) models for circulating notes which said company forwarded him in October of 1937	NVC	104,00	1.200	2 3/4	

*Explain above any excess of Carriage Valuation over Customs Valuation.

1 TO BE CARRIED in the PAN AMERICAN INTERNATIONAL AIR EXPRESS SERVICE, as defined on the back hereof.

(a) From (A) Rio de Janeiro (Departure Point) To (B) Miami Fla. (Terminal Point) Via Bel-Spa (any other scheduled intermediate stopping places)

(b) From (C) ..... (Departure Point) To (D) ..... (Terminal Point) Via ..... (any other scheduled intermediate stopping places)

when and if, and in the number, quantity and condition, the Goods are received by a Carrier at each Departure Point, respectively, and upon arrival of the Goods at each Terminal Point to be there forwarded and consigned for carriage by another transportation agency not a part of the said Pan American International Air Express Service, as contemplated in 2 below, or, if the last named Terminal Point is the Destination to be there delivered as consigned above at the usual place of delivery of the Carrier to Destination, upon prior payment of all unpaid amounts hereunder, and of all duties and other governmental charges, payment of all of which shipper guarantees; and

(a) BE FORWARDED and consigned (a) at the receiving point to be stated in 2X below by the Company, if other than point (A), provided receipt of the Goods is acknowledged therein by it, and

(b) at each Terminal Point (if other than Destination), when and if, and in the number, quantity and condition, the Goods arrive at such Terminal Point, for carriage to the next succeeding Departure Point stated above or to Destination by another transportation agency not a part of the aforementioned service or by such other transportation agency and its connections, or if a contract of carriage cannot be readily obtained from such other transportation agency for continuous carriage by it, or by it and its connections, through to such next succeeding Departure Point or Destination, then to an intermediate point, and likewise at each such intermediate point to be forwarded and consigned for carriage therefrom, and so on once or oftener in succession, until there shall be obtained a contract for the carriage of the Goods by another transportation agency, or by it and its connections, through to such next succeeding Departure Point or to Destination, all subject to the charges and advances (and the prior payment thereof, which shipper guarantees), and the classifications, tariffs, rules, regulations, conditions and schedules of such other transportation agencies and their connections, and to all the terms and conditions of their contracts of carriage, bills of lading and/or receipts, whether or not actually issued.

The carriage and forwarding and consignment for carriage referred to in 1 and 2 above shall be SUBJECT TO THE TERMS, EXCEPTIONS, PROVISIONS AND CONDITIONS STATED AND REFERRED TO ON THE FACE AND BACK HEREOF, whether written, printed, pasted or stamped, including, but not limiting the generality of the foregoing, those contained in Paragraph "2" on the back hereof, with such designations, corrections, insertions and additions by any Carrier as are permitted or contemplated hereunder, all of which are made a part of this Airwaybill, and all of which shall inure to the benefit of each Carrier, and subject to the classifications, tariffs, rates, charges, rules, regulations, conditions and schedules of the Carriers, and to all laws and regulations applicable to the Goods and to the transportation and/or delivery and/or forwarding and consignment for carriage thereof, and subject to the Company's acceptance of the Goods on Form 2X below.

(Strike out if insurance not desired) Shipper requests insurance under policy referred to below

Check (√) value to be declared to other transportation agencies:
☐ Shipper's Declared Valuation for Carriage | Maximum value not subject to excess value charge ☐

If Goods cannot be forwarded or delivered as consigned: ☐ Abandon; ☐ Return to shipper; ☐ Deliver to .....

The shipper hereby certifies that the foregoing statements of the number of packages and description and valuations of the Goods for customs and for carriage are true and correct, and agrees that the LIABILITY OF THE CARRIERS SHALL IN NO EVENT EXCEED the Shipper's Declared Valuation for Carriage stated above, upon which in part the charges of the Carriers will be fixed, liability for partial loss or damage to be computed on the basis of such declared valuation, and the shipper hereby agrees that all the terms, conditions and provisions stated or referred to in this Airwaybill shall be binding on the shipper and each owner of the Goods or of any interest therein.

Dated at Rio, 3/6/945 on ..... 19.....

Shipper .....

If shipper has requested insurance above, and paragraph 2X has been duly signed by the Carrier named in the first line thereof, this shipment is insured by The Sea Insurance Company, Ltd., in the amount of Shipper's Declared Valuation for Carriage stated above (recovery limited to actual loss), against all risks of physical loss or damage from any external cause whatsoever, except directly or indirectly from legal seizure, war risks or hostilities, under, subject to and in accordance with the terms and provisions of an open policy, a statement of which terms and provisions is available for inspection by the shipper. File all claims with Chubb & Sons, Mgrs., 90 John St., New York, N. Y.

2X Received by PAN AMERICAN AIRWAYS, INC., at Rio, 3/6/945 on ..... 19....

one ..... packages, in apparent good order, except as noted hereon, said to contain property of the above description. The Company agrees, upon and subject to the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill, that the said packages will be forwarded and consigned for carriage by other transportation agencies at the points and under the provisions contemplated in 2 above, and that the said packages, when and if, and in the number, quantity and condition they are received by a Carrier at each Departure Point stated above, will be carried in the Pan American International Air Express Service from such point to the next succeeding Terminal Point stated above and, where such Terminal Point is Destination, will be there delivered as herein provided.

Six copies signed on behalf of Pan American Airways, Inc. on the above date, and at the above place, all of like tenor, full performance under any one of which shall be a full performance of all obligations under all such copies.

PAN AMERICAN AIRWAYS, INC.

By Moraes, J.L.

1X (a) RECEIVED at ..... Rio 3/6/945 on ..... 19..... in apparent good order, except as noted hereon, one ..... packages said to contain property of the above description, which are hereby accepted on behalf of the undersigned and other Carriers, if any, on the route mentioned below, upon and subject to the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill, for carriage from point (A) to point (B) but not elsewhere in the Pan American International Air Express Service, and for delivery thereat to Consignee, or for forwarding and consignment for carriage as contemplated in 2 above.

six ..... copies signed on the above date, and at the above place (which is the address of the initial Carrier signing below), all of like tenor, and each of the same validity, one being accomplished the others to stand void.

Initial Carrier Pan American Airways Inc.

1X (b) RECEIVED at ..... on ..... 19..... in apparent good order, except as noted hereon, ... packages said to contain property of the above description, which are hereby accepted on behalf of the undersigned and other Carriers, if any, on the route mentioned below, upon and subject to the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill, for carriage from point (C) to point (D) but not elsewhere in the Pan American International Air Express Service, and for delivery thereat to Consignee, or for forwarding and consignment for carriage as contemplated in 2 above.

..... copies signed on the above date, and at the above place (which is the address of the initial Carrier signing below), all of like tenor, and each of the same validity, one being accomplished the others to stand void.

Initial Carrier .....

Copyright, 1934, Pan American Airways, Inc.

PREPAID	(All sums specified or referred to below in U.S. currency unless otherwise stated)	COLLECT
$ 104,00	Carriers' Weight or Volume Charges	$
2,10	Carriers' Valuation Charges	
	Carriers' C. O. D. Return Charges	
	Charges of Other Transp'n Agencies	
32,60	Rea-Air	
	Insurance Premium	
	Shipper's Deposit Account of Disbursements	
$ 138,70	TOTAL	$

Total Received from Shipper if other than U.S. Currency	C. O. D. Remit Amount (If other than U.S.) to be remitted to shipper	Amount (In U.S. currency) to be collected on delivery
2,80 (Specify Currency)	Cambial Prev. 2 %	$

For Account of Shipper	DISBURSEMENTS (Purpose)	For Account of Consignee
$		$
$	TOTAL	$

$	Due from Shipper / Due to	Due from Consignee $
		Equiv. in Local Currency $

RECEIVED from ..... on ....., 19..... at ..... packages said to contain property as described above value declared by shipper to be ..... Dollars, for carriage to ..... and delivery thereat to ..... subject to the Classifications and Tariffs and to the terms and conditions of the undersigned's Uniform Express Receipt in effect on the date hereof, in lieu of the terms and conditions of the attached Airwaybill.

RAILWAY EXPRESS AGENCY, INCORPORATED,

By .....

TERMS AND CONDITIONS

THE PROVISIONS OF THE CONVENTION OF WARSAW OF THE 12TH OCTOBER, 1929 WHEN APPLICABLE SHALL CONTROL IN LIEU OF SUCH PROVISIONS OF THIS AIRWAYBILL AS ARE INCONSISTENT THEREWITH.

1. (a) The term "Company" as used on the face and back hereof shall mean the company named in the first line of 2X on the face hereof.

(b) The term "Carrier" as used on the face and back hereof shall mean the Company and any other company, person, agency or organization which shall have agreed to carry property under the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill and over whose lines the Goods shall be routed in each particular instance, and shall include the agents, representatives, employees and servants of the Company and each such other company, person, agency and organization.

(c) The term "Pan American International Air Express Service" and "Air Express Service" as used on the face and back hereof, respectively, shall mean the transport services (whether or not such services shall be air transport services), and services auxiliary or accessorial thereto, operated by or on behalf of any of the Carriers, in which such Carriers shall have agreed to carry property under the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill.

2. Notwithstanding the assumption and/or performance by any of the Carriers of any undertaking to forward and consign the Goods for carriage by any agency or agencies not a part of the Air Express Service, or that any Carrier states a rate through to any point, (even though part or parts of the route are not served by the Air Express Service), or may collect sums in respect of the charges of any such other agency or agencies, or that the Destination is not a point served by the Air Express Service, and notwithstanding any other fact, whether or not of a similar nature or character, or any possible inference, it is agreed that (i) undertakings hereunder to forward and consign the Goods for carriage by other transportation agencies not a part of the Air Express Service shall not be deemed undertakings to carry the Goods, and none of the Carriers shall be liable for any act, default, negligence, or omission of any other such transportation agency or its connections, or its or their failure to provide proper facilities or service, to make connections, or to collect and/or to remit any amount designated by the shipper to be collected on delivery, or for any loss, damage or delay which may occur to the Goods while in its or their custody, and none of the Carriers shall be under any responsibility by virtue of any such undertaking with respect to the Goods subsequent to the forwarding and consignment thereof for carriage by any such agency and prior to the re-delivery of the Goods thereafter to a Carrier, and (ii) any such transportation agency shall be deemed to be acting on behalf of the shipper and/or owner of the Goods and not as agent for, or on behalf of or for the account of, any of the Carriers, and (iii) undertakings hereunder to forward and consign the Goods for carriage to Destination by other transportation agencies not a part of the Air Express Service shall not be deemed undertakings to deliver the Goods at such Destination and none of the Carriers shall be liable for any act, default, negligence or omission of any other such transportation agency or its connections with respect to such delivery or its or their failure to make proper delivery of the Goods or for any loss, damage or delay which may result from the misdelivery or nondelivery of the Goods by such transportation agency or its connections, and none of the Carriers shall be under any responsibility whatsoever with respect to the delivery of the Goods at Destination, and (iv) Carriers shall be liable only for the use of reasonable care in the selection of such other transportation agencies, and (v) no bill of lading contained herein shall be deemed to be a contract for carriage, or for any other service with respect to the Goods, prior to the delivery thereof at the Departure Point specified therein to the initial Carrier thereunder or beyond the Terminal Point specified therein, and none of the Carriers shall be responsible under such contract with respect to the Goods prior to such delivery or subsequent to the forwarding and consignment of the Goods, if required, at such Terminal Point for carriage onward therefrom by an agency not a part of the Air Express Service, and (vi) the contract under each bill of lading contained herein is separate and distinct from the contract under each other bill of lading contained herein.

The shipper authorizes any act, or any duty in connection with any act, referred to or contemplated in paragraph 2 on the face hereof, to be performed by any agent or correspondent which may be selected by any Carrier. The exercise of only reasonable care shall be required in selecting any such agent or correspondent. Each of the Carriers and each such agent and correspondent is authorized in forwarding and consigning the Goods for carriage by any transportation agency or agencies not a Carrier or Carriers as defined above, to select such agency or agencies and their routes, unless such agencies or routes be specified in writing by the shipper, to make all arrangements for such carriage, including the execution and acceptance from any such transportation agency of its bill of lading, contract of carriage or receipt in such form as may be issued by it, with any special clauses or provisions, whether written, printed, pasted or stamped (including provisions limiting the liability of any such transportation agency and/or its connections); to consign the Goods for such carriage without declaration of value or with a declaration of a value not in excess of the carriage valuation declared on the face hereof (irrespective of any authorization by the shipper to declare the Goods at the maximum value not subject to an excess value charge), and in the name of the shipper or in the name of any Carrier or consignor or shipper, and/or in the name of any Carrier or its agent or representative, or the consignee named on the face hereof, as consignee; to consolidate the shipment with other shipments; and to enclose the Goods in other wrappers or containers and separately or with the property of others. In performing any of the aforementioned acts or duties, none of the Carriers or any such agent or correspondent shall be deemed to be acting as, or subject to the responsibilities of, a Carrier, but only as agent for the shipper to perform such acts and duties and shall be required to exercise only reasonable care.

3. Without limitation on any other provision hereof, in the event that the forwarding and consignment of the Goods for carriage by other agencies than the Air Express Service, or carriage in the Air Express Service, according to original routing instructions, or by customary routes or agencies, will in the opinion of any of the Carriers, result in delay, or will be unpracticable, the Goods may be re-routed by any of the Carriers for carriage by any other route or agency or, in the opinion of such Carrier, there is no other practicable route or agency, it may place the Goods in storage in the manner and with the effect stated in paragraph 6 below. The Carriers shall not be obligated, however, to re-destine the Goods for carriage by any route or agency other than that stated in such routing instructions, unless such re-destination shall be specifically agreed to by the Company with the shipper, and in the event of any such change pursuant to any such agreement the shipper shall be obligated to pay all additional charges and expenses which may arise by reason thereof.

4. Neither the Company nor any of the Carriers assumes any obligation to transport or deliver the Goods by a certain time or to carry them by any specified aircraft or other conveyance, or over any particular route or routes or to make connections at any point according to any particular schedule. Each of the Carriers is authorized to select, and to deviate from, the route of the shipment, notwithstanding the same is stated hereon, without any liability therefor, and to do all acts on behalf of the shipper, including, without limiting the generality of the foregoing, restating Points (A) and (B) and (C) and (D) on the face hereof, which may be necessary or appropriate in connection with or as a result of any such selection or deviation.

5. If in the opinion of any of the Carriers it is necessary to hold the Goods awaiting forwarding, re-forwarding, consignment for carriage, transportation or delivery, such Carrier may store the Goods for the account and at the risk and expense of the shipper and/or owner of the Goods, in any warehouse or other available place, or with customs authorities, and the shipper shall indemnify each of the Carriers against all such risks and expenses.

6. If any of the Carriers (a) shall be unable to forward or consign the Goods for carriage by any agency not a part of the Air Express Service, or (b) shall reasonably conclude that because of the existence of any state of facts, actual or reported, it is or will be unsafe or impracticable to proceed on the route or in the event of physical necessity or any emergency, then such Carrier may place the Goods in storage at the nearest practicable place in a warehouse or other place of storage, or in the event specified in (b) above forward the Goods by any route or agency to or toward the Destination of the Goods stated on the face hereof, all at the risk and expense of the Goods, the shipper, the consignee and the owner of the Goods. Any such disposition of the Goods shall constitute a valid and final delivery thereof under this Airwaybill, terminating all contracts hereunder and all responsibilities of each of the Carriers upon dispatch of notice thereof to the shipper.

7. Any of the Carriers may deliver the Goods at any place to any transfer agent, for transfer or delivery, and in such case all responsibility of the Carriers shall cease as soon as the Goods come into the custody of any such transfer agent and until they again come into the actual physical custody of one of the Carriers. Any Carrier so delivering the Goods to a transfer agent shall be liable only for the use of reasonable care in the selection of such transfer agent. The transfer, custody or delivery of the Goods by any such transfer agent shall be subject to its rules and regulations and to the provisions of the form of contract, if any, of such transfer agent, whether or not actually issued.

8. If it is necessary to make customs entry of the Goods at any place before the Goods reach Destination, the Goods are hereby consigned at such place to the person named hereon by the shipper as customs consignee, or if none, to the Carrier to such place or point, or to such customs consignee as any of the Carriers may designate (authority so to do as well as to designate customs clearance point or points, being hereby granted), but as the agent and representative of the shipper and of owner of the Goods, without responsibility on the part of the Carriers, or any of them, therefor, whether or not any of the Carriers be named or act as such customs consignee. For the purpose of making customs entry of the Goods and fulfilling Government requirements in respect thereof, and for the purpose of such customs entry only, a copy of this Airwaybill, certified by any of the Carriers, as correct, shall be deemed an original.

9. If the Destination is point (B) or point (D), in the absence of other arrangements, notice will be sent to the consignee by any ordinary method available to any of the Carriers, of the arrival of the Goods thereat, but none of the Carriers shall be responsible for failure of the consignee to receive such notice. No Carrier shall be obligated to effect delivery of the Goods at the address of the consignee. If packages are stored on the premises of any of the Carriers, a daily storage fee of 1% of the total transportation charges of the Carriers may be assessed commencing five days after arrival of shipment. If the Goods remain uncalled for at Destination, upon expiration of thirty days, any of the Carriers will have the right to sell them, in one or more lots, at public or private sale, without notice, or to return them by any of the Carriers and/or any other transportation agency to point of receipt stated in 1X(a) on the face hereof, and upon arrival there to await instructions of the shipper, for which purposes the shipper hereby expressly gives the Carriers, and each of them, all necessary authority for such sales, or for re-shipment and re-exportation of such shipment. The shipper agrees to pay, in case of such return of the Goods, a return transportation charge equal to the original transportation charge, and all other charges and expenses on account of nonreclamation of shipment. If the shipper shall refuse or neglect to make such payments within fifteen days after such return of the Goods, any of the Carriers is authorized and empowered to dispose of the Goods, or any part thereof, at public or private sale, after giving shipper at the address stated hereon ten days' notice of its intention so to do, and to pay itself and the other Carriers, out of the proceeds of such sale, any and all charges, advances and expenses of the Carriers and each of them, plus costs of sale, holding any surplus subject to orders of the shipper. A sale of any shipment shall not, however, discharge any liability hereunder to pay any deficiencies.

10. None of the Carriers shall be liable for loss, damage, deterioration, destruction, theft, pilferage, delay or default, misdelivery or nondelivery not caused by the actual negligence of any of the Carriers or of their respective representatives, correspondents, agents, servants or employees.

11. None of the Carriers shall, notwithstanding negligence on its or their part, or of its or their agents, representatives, correspondents, servants or employees, be liable for any amount in excess of the declared carriage value (in United States of America currency) stated on the face hereof; provided, however, that if under the law governing in any particular case, any of the Carriers shall be exempt from liability, or its liability shall be limited to a lesser sum, then none of the Carriers shall be liable for any amount, or any amount in excess of such lesser sum, respectively. The Carriers may deduct any unpaid charges, advances, damages or other sums to which they, or any of them, may be entitled. None of the Carriers shall be liable for loss of profits, or for consequential or special damages, whether or not any of them had knowledge that such loss or damages might occur.

12. The full charges of the Carriers for carriage of the Goods hereunder, whether prepaid or collect, and any further sums becoming payable to any of the Carriers, and all fees, duties, taxes, charges, advances and payments made or incurred by any of the Carriers (not required hereunder to be borne by any of the Carriers), shall be deemed fully and irrevocably earned whether or not the Goods are lost or damaged or arrive at the Terminal Point specified in the last bill of lading contained herein, or Destination, and shall be due and payable at any stage of the service hereunder.

13. If gross weight, measurement or quantity carried exceeds the weight, measurement or quantity on which charges have been computed, any of the Carriers may collect charges on such excess. Any error in transportation or other charges or in the description or classification herein of the Goods is subject to correction by any Carrier. Should a package or shipment consist of several parcels for more than one person, full charges shall be paid on the parcels for each person as if shipped and consigned as a separate package or shipment. The shipper and/or owner of the Goods shall be jointly and severally liable for all additional amounts.

14. The charges of the Carriers do not include the charges or expenses of any agency not a part of the Air Express Service.

15. Upon delivery of the Goods to any agency not a part of the Air Express Service, any of the Carriers may authorize such agency to collect, prior to delivery of the Goods, and for the account of any one or more of the Carriers, any unpaid charges or advances of, or other sums owing to, any of the Carriers.

16. Any of the Carriers is authorized (but shall not be obligated) to advance any duties, taxes or charges and to make any disbursements with respect to the Goods, and the shipper and owner of the Goods shall be jointly and severally liable for the repayment thereof.

17. None of the Carriers shall be obligated to incur any expenses or advance any money in connection with the forwarding and consignment of the Goods unless the same is previously advanced to the Company by the shipper on demand.

18. In case the shipper shall have requested it so to do on the face hereof, and the Company shall have signed paragraph 2X on the face hereof, the Company as agent for the shipper will arrange for the insurance of the Goods, in the amount of shipper's valuation for carriage stated hereon, under policy or policies referred to on the face hereof. If the shipper shall not so request, the Company shall be under no obligation to arrange for insurance on the Goods on behalf of the shipper, consignee and/or owner of the Goods, and in such event the shipper, consignee and/or owner of the Goods assume all risks except for loss or damage caused by negligence of the Carriers. Any charge made for valuation is an additional charge relating to transportation and not to insurance.

19. If the shipment covered hereby is a C. O. D. shipment, the Company, upon the collection of the amount designated by the shipper to be collected on delivery (such amount to be collected in currency of the United States of America or its equivalent at the time of collection), will remit to the shipper the balance thereof at the rate of exchange on the date of collection remaining after deducting all remittance charges and all unpaid charges of the Carriers and all other sums hereunder. Such balance shall be remitted in such currency as the shipper shall designate, but only when and if, and to the extent, permitted by law.

20. All particulars herein mentioned relating to the Goods, except only the number of packages with the marks thereon, are those declared by the shipper, and none of such particulars (including anything stated as to contents, size, weight, quality, quantity, condition, country of origin, value, and whether or not implied from the character of packages designated) shall constitute, as against the Carriers, any proof of them, any part of their description of the Goods as herein receipted for.

21. Without limiting the generality of any other representations by the shipper, the shipper represents that the packages do not contain letters or other mail matter or other goods of any kind whatsoever the carriage of which may be prohibited by any law or governmental regulation.

22. The shipper, consignee and owner shall be jointly and severally liable for all loss, damage, injury, or death caused by the Goods if the Goods are by their nature likely to cause loss, damage, injury or death, unless their nature has been fully disclosed by the shipper on the face of this Airwaybill, and such Goods may be abandoned or destroyed at any time without notice or compensation.

23. The Goods at all times that they are in the possession of any of the Carriers shall, to the exclusion of all rights and claims of others than those of the shipper and the Carriers, and each of them, be subject to the instructions of the shipper, which shall not be inconsistent with the rights of any of the Carriers, or with any of the provisions set forth on the face or back hereof.

24. The shipper, consignee and owner of the Goods shall be jointly and severally liable for the payment of, and indemnity of Carriers for, all unpaid charges, advances and disbursements of the Carriers, and all costs, expenses, expenditures, fines, penalties, loss of time, and damages which (a) any of the Carriers may incur or suffer by reason of the illegal, incorrect or insufficient marking, numbering, addressing or packing of packages, or the description of the Goods, or of the absence, delay or incorrectness of any export or import license, or consular, board of health or other required certificate or document or of any improper customs valuation, or incorrect statement of weight or volume, or (b) under the provisions of this Airwaybill are to be borne and paid by the shipper, consignee and/or owner of the Goods; and each of the Carriers shall have a lien on the Goods for the same, and each of them, and no such lien, and no right of any of the Carriers to collect any of the foregoing, shall be in any way affected, or lost or prejudiced, by reason of the acknowledgment of payment, if not actually paid, or by reason of the delivery of the Goods or the surrender of possession of the Goods. Nothing herein contained shall be construed as imposing any obligation or liability upon the Carriers or any of them to remedy or take any other action whatsoever in respect of the illegal, incorrect or insufficient marking, numbering, addressing, packing, valuation or description of the Goods or the incorrect statement of their weight or volume or to impose on them or any of them, any other obligation or liability whatsoever.

25. In case of loss, damage, delay, misdelivery, nondelivery, or failure to collect and/or remit any amount designated by the shipper to be collected upon delivery, notice of claim must be given to one of the Carriers in writing sufficiently describing the Goods in question, the date of the loss or damage, and the nature of the claim, within ten days after delivery of the Goods to the consignee, or in case of nonarrival or nondelivery, within one hundred and twenty days after the Company's signature of 2X on the face hereof. None of the Carriers shall be liable in any suit which may be instituted upon such claim unless such notice shall have, in fact, been so given, and shall not be liable in any event, unless suit shall have been instituted within two years after the date on which such loss or damage was caused. Any of the Carriers shall have the right immediately to inspect any article in respect of which notice of claim has been given.

26. Without limiting any of the other provisions, none of the Carriers shall be liable for any loss, damage or delay directly or indirectly due to war, risks or hostilities or the act or restraint of any government or strikes, riots or civil commotions.

ADVERTENCIA! Se exhibe traduccion al español de este formulario en las oficinas de los Portendores en los paises de habla española.

Uma traducção desta formula em portuguez está affixada nos escriptorios dos Transportadores em territorio de lingua portugueza.

Copyright, 1934, Pan American Airways, Inc.

Air Express International Agency, Inc.
Custom Brokerage Division
410 N. E. 2nd Avenue
Miami 11, Florida

Reference

Airwaybill No.

C. P. R. 1945

Date:

Custom Clearance Fee on Merchandise Covered by Attached Airwaybill $ .50

The above charges will be collected by Railway Express Agency upon delivery. Do not remit to Air Express International Agency, Inc.

C. P. R.
MAR 21 1945

Rio deJaneiro, March 6th, 1945

Valentim F. Bouças
Avenida Graça Aranha 182
Rio de Janeiro

returns to the

American Bank Note Company
70 Broad Street
New York 4 New York

1 Package containing sixteen (16) models for circulating notes which said Company forwarded him in October of 1937.

OF NO COMMERCIAL VALUE

AMERICAN BANK NOTE COMPANY.

C. P. R.

MAR 21 1945

Panair

Rio de Janeiro to New York

SUBJECT "Cruzado" MODELS

Banco Central de Reserva do Brasil.

DATE March 9 1945

With reference to my letter of November 9th, # enclosed is original Bill of Lading, Nº C-234948 issued March 6th by the Pan American International Air Express Service. It covers the despatch to you of one package containing the 16 models for "Cruzado" notes which you forwarded with your letter of October 19th, 1937. Please acknowledge their receipt.

With reference to your street address on said waybill, 70 Broadway Street - the letters of "way" were crossed out in red pencil on all the copies.

Yours very truly,

B N Brandão

Secretary

#- filed under date : Mar.6,1945

Rio de Janeiro

to

New York

DUPLICATE SENT

Rio de Janeiro

BANCO CENTRAL DE RESERVAS DO BRASIL Air Mail

C. P. R.
MAR 21 1945

March 20, 1945.

We duly received your favor of the 9th and we are pleased to say that we have also received the package referred to therein and which contained the sixteen models which we forwarded in October of 1937.

We thank you for having returned these to us.

Yours very truly,

Asst. Manager Foreign Department.

JWB:grl

c.c. to Mr. H. M. Keith
(not on orig.)

AMERICAN BANK NOTE COMPANY
FOREIGN DEPARTMENT

Order Entered
By
No. 19802
Date 3/20/45

March 20, 1945.

ORDER DEPARTMENT

R. F. MAR 21 1945

BANCO CENTRAL DE RESERVAS DO BRASIL
Model Schedule No. 19802

We return herewith the sixteen (16) models prepared on the above schedule, which models may now be returned to the Plant for cancellation, the schedule having already been cancelled in January of 1943.

8 faces
8 backs

Asst. Manager Foreign Department.

JWB:grl

Destroy models
Per Mr. Co
3/20

* filed in pckt. Models + Model Schedules. Domestic Files

J.B.P.
MAR 20 1945

D 17933

C. Z. R. MAR 21 1945

AMERICAN BANK NOTE COMPANY

SUBJECT: BANCO CENTRAL DE RESERVAS DO BRASIL

March 20th, 1945.

Mr. L. V. Brant,
Production Manager.

We are returning herewith face and back models of eight denominations of notes prepared on model schedule No, 19802. This model schedule was cancelled January 22, 1943.

Please destroy these models.

C. ZAHRT

FG

AMERICAN BANK NOTE COMPANY.

OPENED BY CENSOR
APR -4 1945

John Lane

to

NEW YORK

SUBJECT Bureau of Currency & Credit Control

APR -5 1945

Rio de Janeiro
DATE March 24 1945

Dear Mr. Schomp:

With reference to your letter of February 27th to our agent, it is understood that the new Bureau is a first step toward the creation of a Central Bank. Until the latter be set up, the actual issuance of notes will continue as at present with the Caixa de Amortização.

In my opinion, if a Central Bank do result, it is most likely, it would seem only logical, that it take on the issuance of the paper currency and also the service of the internal bonded debt. These are, at present, the functions of the Caixa de Amortização. On that basis, the Caixa would disappear.

Decree-Law Nº 4792, mentioned in my letter of February 5th, refers to the 25% gold guarantee of notes issued in connection with the rediscounting by the Banco do Brasil of commercial paper and loans to banks. The new Bureau took over that function from the Bank.

Just before our agent left for México, I handed an aide-memoire I asked if he knew whether or not the Central Bank contemplated would become the note issuing institution, implying that the National Treasury might cease in that function and the bears the name of the Central Bank. He replied that he did not know.

He returned to Rio on Thursday afternoon, the 22nd, He should know in the near future what may be on the Minister's mind in that respect. Still, it is possible that, in view of the general, presidential elections which are to be held in a few months, a Central Bank may be held off a bit.

I am having your said letter of February 27th placed before him next week when he will have cleaned up his reports on the Chapultepec Conference. However, it is suggested that you write him a personal letter shortly so as to evoke his information and opinions in the matter.

Yours very truly,

John Lane

nothing for filing

C.F.R.

MAY 9 1947

Rio de Janeiro, January 21,1947

Excerpt from Mr. J.Lane's letter . . . . . Original filed in packet:
Brasil, - Republica dos E.U. do
Bank Notes - Cruzeiro

"We had counted on the Findings of the Casa da Moeda, on the specimens submitted by De la Rue, to convince or induce the Administrative Board of the Caiza de Amortizacao if not to recommend total compliance wit the contract signed last January, at least to give them a trial order in the same quantities and denominations as one of the recent reprint orders to us, nothing more than that. In the meantime a Central Bank of Issue would be created.

The minister of Finance has drawn up a rather elaborate financial and banking project. It covers every phase of financial activities by the government, including a Central Bank along the lines of our Federal Reserve Bank.

It is all most regrettable. We shall now have to wait on De la Rue's product and services to prove their inferiortity, and to prepare for the new issue of notes which shall probably result from the creation of a Central Bank of Issue."

5/5

second mail copy

John Lane

GENERAL

air mail

Rio de Janeiro
April 29 1947

NEW YORK

It is expected that the Government's various projects, for financial and banking reform, will be submitted to the Congress during the coming month of May. Among them is one for a central bank of issue, as has been advised in previous correspondence.

Our petition for the payment of $54,317.86 is going the rounds and at the moment is in the General Accounting Division of the Ministry of Finance. Payment should be ordered during May. I had hoped that the account would have already been settled but there were most unusual delays in receiving the balance of the notes. Sr. Bento Faria Correa, our agent's confidential assistant who has been on sick leave since October 14th, is expected back in about a week.

I am planning to go to Montevideo during the month of May and, if political conditions permit, to Asunción also.

Yours very truly,

John Lane

OTHER COPY IN PACKET Brazil Rpts & Ltrs Cruzeiro P. N.

RECEIVED
AMERICAN BANK NOTE COMPANY
MAY -5 1947

Re: Central Bank of Issue

BRAZIL - Cruzeiro Notes

AIRMAIL

JOHN LANE
RIO DE JANEIRO

C.F.R.
MAY -8 1947

May 7, 1947

Dear Lane:

I have yours of the 29th ultimo under the heading of "General" and note with interest that action is contemplated with respect to the creation of a central bank of issue. I discussed this with our agent when he was last here and this of course should place us in a better position for the future, restoring to us the privilege of making the Brazilian notes.

I have not yet recovered from my disappointment in connection with the order that was given De la Rue. I know that you and our agent are keeping in close touch with the developments, observing the quality of product, delivery time, etc.

We are very pleased to observe that steps have been taken to provide payment for our outstanding accounts.

ALS:az

President

File

Rio de Janeiro, June 25,1947

C.D.R. JUL 17 1947

Excerpt from Mr.Lane's letter to Mr.Schomp. . . . Original filed in pckt:
Brasil, Republica dos E.U. do
Cruzeiro - Bank Notes.

" The Minister's project, for banking and financial reforms, has just been forwarded by the President to the Chamber of Deputies. It is said to include the creation of a central bank."

New York, July 15,1947

C.F.H. JUL 17 1947

Excerpt from Mr. Schomp's letter to J.Lane. . . . filing copy filed in pckt:
Brasil, - Republica dos E.U. do
Cruzeiro - Bank Notes

"Many thanks for yours of June 25th.

" I am interested to observe that the central bank project is being moved along. It would seem necessary to create such an institution in order to function in keeping with the Bretton Woods program."

C.P.R.
APR 2 1948

Rio de Janeiro
February 6,1948

Excerpt from Mr. J. Lane's letter . . . . . .Original filed in pckt:
Brasil, - Rep. dos E.U. DO
Cruzeiro B ank Notes

" Congress is now considering the Minister's various banking projects and it is expected that a law will be passed in the near future creating the Central Bank of Issue."

C.P.R.
APR 2 1948

New York,
March 31,1948

Excerpt from Mr. Schomp's letter to Mr. Lane . . . . filing copy in pckt:
Brasil, - Rep. dos E.U.do
Cruzeiro - Bank Notes

" However, if the project of the Central Bank goes through, it very likely will change the complexion of the entire proposition."

C.P.R.
APR 8 1948

Rio de Janiero,
April 6,1948

Extract from Mr. Lane's letter to Mr Schomp . . .. Original filed in pckt:
Brasil, - Rep. dos E. U. do
Cruzeiro- Bank Notes

" The Minister's numerous banking projects are still under discussion in the Congress."

C.P.R.
JUL 9 1948

Rio de Janiero,
April 20,1948

Excerpt from J.Lane's letter . . . . . .Original filed in pckt:
Brasil, - Republica dos E. U. do
Cruzeiro, Bank Notes.

" In the meantime, it is hoped that a Central Bank of Issue will have been set up, which will certainly not want to be saddled with an inferior and dangerous product."

FILING
MAY - 6 1949

NEW CENTRAL BANK IN VIEW FOR BRAZIL

Bill in Senate Also Requires Foreign Institutions to Become National Corporations

Special to THE NEW YORK TIMES.

RIO DE JANEIRO, May 4—Foreign banks must become national corporations if a bill now in the Senate committees here becomes a law. The measure affects two important American banks, the National City Bank of New York and the First National Bank of Boston, the first operating in Brazil for several years, as well as British and Portuguese banks.

According to the bill, foreign banks now operating in Brazil as agencies will cease to be ninety days after passage of the bill unless they become national corporations. Such banks as desire to become Brazilian will issue shares of which they may hold two-thirds, selling the other third to Brazilians.

Sale to Foreigners Allowed

If within thirty days this third is not covered, then the shares may be bought by anyone, including foreigners. Allowing ninety days in which to file an application to become Brazilian, the law, however, makes it mandatory that any banks wishing to take advantage of the new law must notify the Ministry of Finance of their desire to form a national corporation.

Failure to give this notification immediately after the law has been published in the "Diario Official"—the official bulletin—will be tantamount to canceling all rights to such banks and they will not be able to receive deposits thereon. It all amounts to closing those foreign banks within a year to enable them to liquidate their assets.

Creates a Central Bank

The bill creates a central bank of rediscount and emission, around which pivots the entire banking system. The bill sets up rates of interest on loans and discount rates. It authorizes the central bank to investigate the national economy, to lend money, to regulate living conditions by watching price trends.

Brazil has been trying for some years to reform its banking system without succeeding. Once a British mission, another time an American one, studied the financial situation of Brazil and recommended banking reform.

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---- N O T E ------

The exact name of Bank many be different from "Banco Central de Reservas do Brasil" when matter is finally concluded ....

in which case all records are then to be changed, etc .....

F. R.
APR -6 1945